

THE ROANOKE TIMES.

(DAILY AND WEEKLY)
An Independent Democratic paper devoted to the material and political interests of Roanoke and Southwest Virginia.

DO YOU ADVERTISE?
"To discontinue an advertisement," says John W. Wainwright, "is like taking down your sign. If you want to do business you must let the public know it. I would as soon think of doing business without a sign as without advertising."

As will be seen by reference to our news columns the count of Roanoke census returns has been completed, and the number of people living here is found to be 16,400.

That is, this is the number the enumerators counted. Nothing was said about the people who were not counted. The Times has given the names of a number, but no attention was paid to them and they are not found recorded.

But leaving this out of the question, the growth of the city has been something like the growth of the South has never been before. The increase in population has been something phenomenal, and had the count been made, correctly it would have been still more so.

SOUTHERN VERSUS NORTHERN IRON.

THE TIMES this morning gives a part of its editorial space to a thoughtful comparison of Pennsylvania and Southern iron, which appeared in the Financial News. The article should be read by everyone.

"The fact, known for some time by the well informed, that Pennsylvania cannot compete with the South in iron manufacture, receives further confirmation in the announcement in the Philadelphia Press that the Pennsylvania Railroad Company has taken a step which will tend to prevent undue competition on the part of Southern iron furnaces with Northern, or at least Pennsylvania concerns."

For nearly four years the Southern companies have been given low rates on their iron, and they have been enabled to compete with Northern and Eastern furnaces in their own markets. The Pennsylvania gave notice some time ago to its Southern connections that it would advance rates on iron from all junction points, and the new rates went into effect last week. The chief junction points at which Southern iron is received are Hagerstown, Norfolk and Alexandria. The result of this advance is to prevent competition with Pennsylvania furnaces, which give the Pennsylvania railroad a large haul of raw material, as well as of the manufactured products, and it was to preserve this traffic, and to protect on its own furnaces, that the Pennsylvania advanced the rates on iron made in the far South.

The Press is only wrong in ascribing low rates to the cause of the ability of the South to undersell Pennsylvania in iron. It is because it can be manufactured cheaper in the South, and this is why the Thomas Co., which still poses as a Pennsylvania institution, has invested nearly \$2,000,000 in Southern iron manufacture. Pennsylvania will follow New England as an 'has been,' as mere rates cannot long sustain the natural advantages of the South.

THE STATE DEBT.

Just at this time the State debt is again attracting more than usual attention. Now and again it is allowed to rest, but just as surely as the bill for house rent it bobs up serenely.

There are few of the people who have within the past five years made Roanoke and Southwest Virginia their home who are familiar with its history. They should be, however, and a brief resume of the question will be valuable just at this time when it is nearer solution than ever before.

In 1825 Virginia subscribed for three-fifths of the stock issued for roads and internal improvements. In payment of the stock the State issued printed bonds, which the people bought and for which they gave their hard money. The interest on the bonds was always paid by the State in hard money likewise, and none of those owning the bonds ever had a doubt that they had made an excellent investment. The bonds were bought freely in London and in Amsterdam, those two head centers of shrewd financiers, and over the water nobody doubted that the bonds of the state of Virginia were a solid investment.

Up to 1861 the State continued the same policy of subscribing for three-fifths of the stock issued to make internal improvements, giving bonds for the sums and paying interest on the bonds. In 1860, at the outbreak of the civil war, Virginia was in debt upward of \$30,000,000, on which up to that year she had paid interest. Then Virginia defaulted and no more money was forthcoming. Meantime the interest went on and on, and was compounded by the waiting bondholders. In 1863 West Virginia was separated from the old State, taking away a third of the revenue, but still that faithful interest went on.

At the close of the war more than half the property of the State was destroyed; nothing remained to show for it but the debt, which kept climbing higher and higher through increasing interest, till in 1871 it was nearly \$40,000,000. To pay the interest alone required a larger sum annually than the whole State could raise by taxation, leaving not a cent for anything else. The sum has now about eaten up the whole State of Virginia. All that suc-

cessive legislatures could do was to issue bonds, with coupons, which coupons Virginia herself was compelled to refuse to take in payment of taxes because her own citizens would not have them.

ORIGINAL PACKAGE CASE.
The original package act is to be tested in the Virginia courts. On Monday, a liquor dealer doing business in Pocahontas, sent a lot of beer, whisky and rum to Bramwell, which town is local option. The packages were unbroken and a sale was made.

An arrest promptly followed, and the defendant gave \$100 bond for his appearance. This is the first of the original package cases in Virginia, and the outcome of it will be watched with interest in a score of local option towns in the State.

A COSTLY TROUSSEAU.
What will not a woman do to get a view of a nice wardrobe? There comes to us from Buda-Pesth a strange story, serio-comic in its way and ending in tragedy. It was a woman's riot. There was a free exhibition of the trousseau of the Princess Thuro Taxis, and of course ninety-nine per cent. of the feminine population went to see it. The ninety and nine per cent. likewise wished to be first to see the royal silks and laces; free show and a bride's trousseau excited them to fever point.

When the attendants objected to admitting the mob in a body, the women made short work of them, and stormed the fortifications around the trousseau. In Hungary, the city authorities are military, or nothing. Cavalry was called out, and the female population of Buda-Pesth promptly went into hysterics. It would have been funny if two women and seven children had not been trampled to death in the panic. A costly trousseau even for a Princess.

PRATT'S KILLER.
Sold by Budwell, Christian & Barbee.

OSWALD'S CURE.
Sold by Budwell, Christian & Barbee.

GRAND DRAWING OF THE LOTTERY OF THE STATE OF ZACATECAS, MEXICO.
A syndicate capitalists have secured the concession for operating this

LOTTERY
And have extended its business throughout the United States and British America.

The drawing will take place on the 27th of each month, not excepting Sundays and holidays.

Below will be found a list of the prizes which will be drawn on

June 27th, 1890,
At Zacatecas, Mexico, and continued monthly thereafter.
Capital Prize, \$150,000.
100,000 Tickets at \$10; Halves, \$5; Tenths, \$1; American Currency.

LIST OF PRIZES:
1 PRIZE OF \$150,000 is \$150,000
1 PRIZE OF 50,000 is 50,000
1 PRIZE OF 25,000 is 25,000
3 PRIZES OF 10,000 are 30,000
2 PRIZES OF 5,000 are 10,000
5 PRIZES OF 2,000 are 10,000
10 PRIZES OF 1,000 are 10,000
20 PRIZES OF 500 are 10,000
200 PRIZES OF 200 are 40,000
200 PRIZES OF 150 are 30,000
500 PRIZES OF 100 are 50,000

APPROXIMATION PRIZES.
150 PRIZES OF \$150 are \$22,500
150 PRIZES OF 100 are 15,000
150 PRIZES OF 50 are 7,500
500 Terminal Prizes of 50 are 25,000

2492 \$524,950

Club Rates: 6 Tickets for \$50.
Special Rates arranged with Agents.

AGENTS WANTED in every town and city in United States and British America.

The payment of prizes is guaranteed by a special deposit of five hundred thousand dollars (\$500,000), with the State Government, and approved by Jesus A. Echiga, Governor.

Drawing under the personal supervision of Lic. Herminio Arizaga, who is appointed by the Government as Interventor.

"I CERTIFY that with the State Treasurer all necessary guarantees are deposited, assuring full payment of all prizes of this drawing."

"HERMINIO, ARGTEAGA, Interventor."

IMPORTANT.

Remittances must be either by New York Draft, Express or Registered Letter, American money. Collections can be made by Express Companies or Banks. Tickets sent direct to management will be paid by draw on New York, Montreal, St. Paul, Chicago, San Francisco or City of Mexico. For further information address

U. VAN PIEDAD, Manager.

my21-11 Zacatecas Mexico.

ROANOKE BUILDING - COMPANY.

E. H. STEWART, President.
H. G. COLE, Sec. and Treas.
J. F. BARBOUR, Gen'l Manager.

CONTRACTORS & BUILDERS.

Office with GRAY & BOSWELL, Jefferson Street.

Large Brick Buildings a Specialty.

Homes built on easy payments. Patronage solicited. Estimates cheerfully furnished on application.

J. F. BARBOUR, GENERAL MANAGER.
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TRUSTEE SAND COMMISSIONER'S SALE.

THE FIDELITY INSURANCE, TRUST AND SAFE DEPOSIT COMPANY AND OTHERS

VS. THE SHENANDOAH VALLEY RAILROAD COMPANY AND OTHERS

The undersigned, the Fidelity Insurance, Trust and Safe Deposit Company, trustee, under a mortgage given by the Shenandoah Valley Railroad Company, bearing date April 1st, 1889, in the above-entitled cause, by the State of Virginia, upon the 26th of April, 1890, and by the circuit court of the State of Virginia, on the 24th day of April, 1890, upon the 3rd day of May, 1890, and on the 3rd day of June, 1890, Tuesday, the 30th day of September, the right, title, and interest of the railroad company, in the State of Maryland, a distance of two hundred and thirty-nine miles or less, together with all branches, sidings, and railroads, with the tolls, incomes, rents, and emoluments, and all other property, real personal and mixed, and long or short pertaining to the Shenandoah Valley Railroad Company, and the property thereon, and the property of the railroad company, in the State of Maryland, a distance of two hundred and thirty-nine miles or less, together with all branches, sidings, and 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